

BookletChartTM

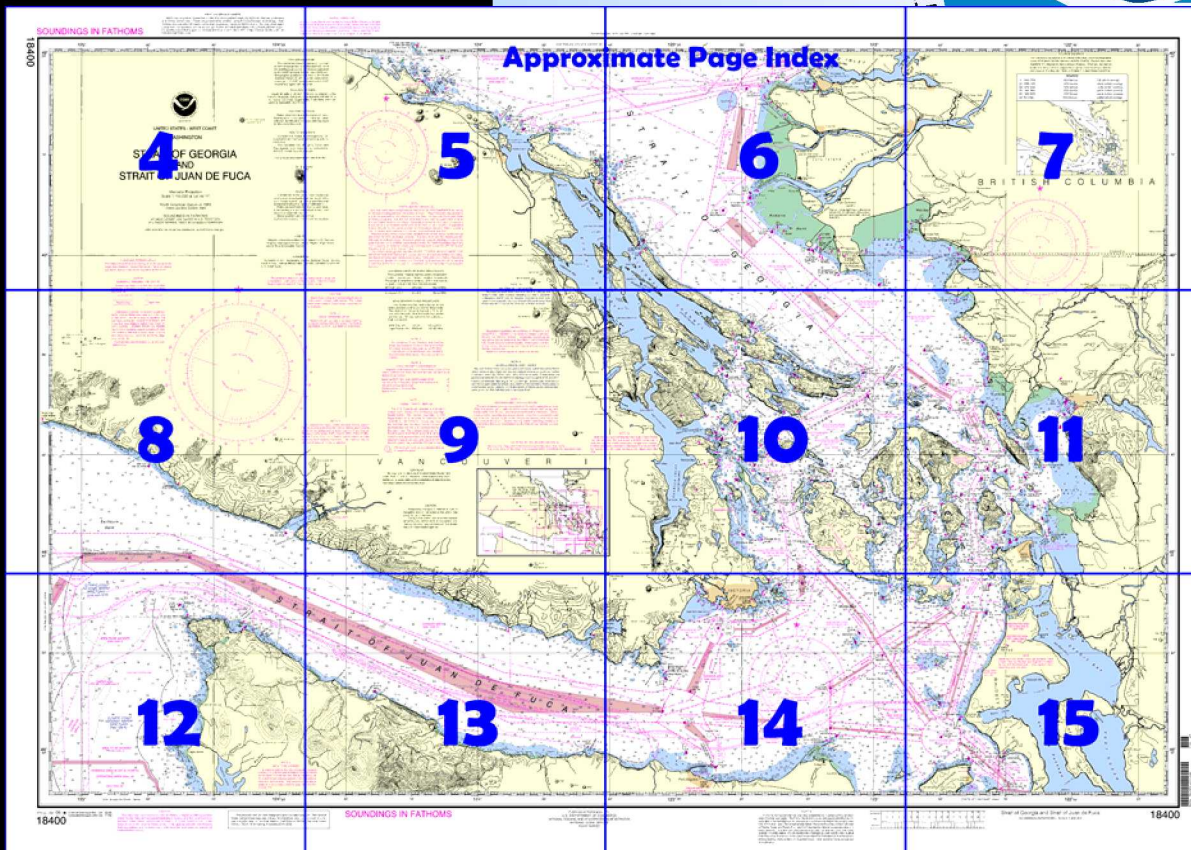
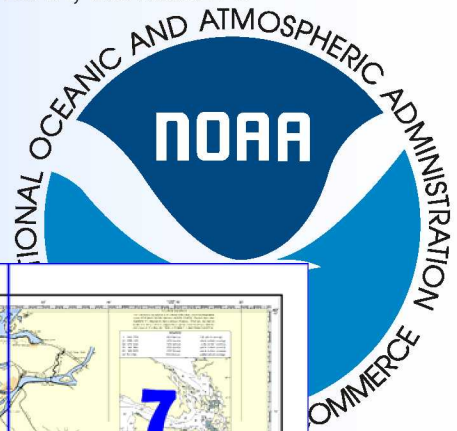
Strait of Georgia and Strait of Juan de Fuca

(NOAA Chart 18400)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

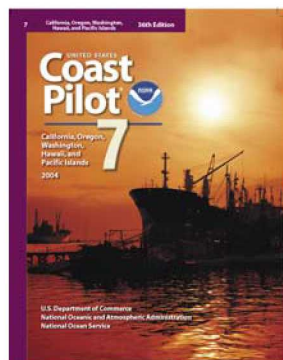
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 11,12 & 13 excerpts]

(2) **Strait of Juan de Fuca** separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending S to Puget Sound and N to the inland waters of British Columbia and southeastern

(3) **Puget Sound**, a bay with numerous channels and branches, extends about 90 miles S from the Strait of Juan de Fuca to Olympia.

(64) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head.

(114) **Victoria Harbor**, landlocked and well protected, is about 2 miles ESE of Esquimalt Harbor, and can accommodate large vessels. A U.S. Immigration station is in Victoria.

(124) The northernmost part of the western shore of **Whidbey Island** forms the E end of the Strait of Juan de Fuca.

(157) **Port Angeles**, 6.5 miles E of Freshwater Bay and 56 miles from Cape Flattery, is entered between **Ediz Hook**, a low and narrow sandspit 3 miles long, and the main shore to the S.

(207) The waters of the **San Juan Islands** embrace the passages and bays N of the E end of the Strait of Juan de Fuca. These passages are used extensively by pleasure craft, especially in July, August, and September.

(209) **Cape Flattery**, a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach.

(209) **Haro Strait** and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used.

(219) **San Juan Island**, the largest of the group, is about 13 miles long, rugged, and partly wooded.

(257) **South Pender Island**, 3 miles N of Stuart Island, is marked by a light on **Gowlland Point**, its SE extremity. The last of the Canadian lights in this stretch is on **East Point**, the E point of **Saturna Island**, 6.2 miles ENE of Gowlland Point.

(260) **San Juan Channel**, the middle one of three principal channels leading from the Strait of Juan de Fuca to the Strait of Georgia, separates San Juan Island from the islands E.

(265) **Lopez Island** is the southeasternmost one of the San Juan Islands; **Lopez Hill**, 488 feet high, is near the S midsection of the island. **Iceberg Point**, 3.3 miles SE of Cattle Point, is at the W extremity of the S part of Lopez Island.

(305) **Orcas Island** is wooded and mountainous. **Mount Constitution**, a 2,454-foot peak on the island's E side, is marked by a stone lookout tower and a lighted radio tower.

(338) **Rosario Strait**, the easternmost of the three main channels leading from the Strait of Juan de Fuca to the Strait of Georgia, is 20 miles long and from 1.5 to 5 miles wide.

(346) **Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island**, provides a challenging route that connects the N end of Skagit Bay with the S end of Rosario Strait.

(366) **Cypress Island**, 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the E side of Rosario Strait and opposite Blakely Island.

(373) **Lummi Island**, wooded and about 8 miles long, forms the E side of the N end of Rosario Strait, opposite Orcas Island.

(379) **Skagit Bay**, N part, between the N part of Whidbey Island and the mainland, is entered from the N through Deception Pass and from the S through Saratoga Passage. Skagit River, described in chapter 13, empties into the SE part of the bay.

(397) **Anacortes**, is on the S shore of Guemes Channel. The port is incorporated as the **Port of Anacortes**. Commerce includes logs and petroleum products.

(417) **Padilla Bay**, between the mainland and the N part of Fidalgo Island, is largely occupied by drying flats, but deep water is E of Anacortes and Guemes Island.

(432) **Bellingham Bay**, from William Point to the head, is about 12 miles long and 3 miles wide.

(440) **Bellingham** is at the head of Bellingham Bay on the E shore. Wood and wood products including pulp, aluminum, chemicals, and general cargo are shipped out; salt, alumina, and general cargo are imported.

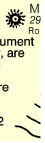
(467) The **Strait of Georgia** extends some 115 miles NW from its S end, in the vicinity of Alden Bank, and is bordered on the W by Vancouver Island, B.C., and on the E by the mainland of Canada. General depths are great and in many places exceed 200 fathoms.

(490) **Drayton Harbor** is a small cove formed by **Semiahmoo Spit**, the extension of a sandspit N of Birch Point.

Table of Selected Chart Notes

Corrected through NM Dec. 27/08
Corrected through LNM Dec. 23/08

NOTE I
SCIENTIFIC MOORINGS
Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.



For Symbols and Abbreviations see Chart No. 1

NOTE C

For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners Number 35 of each annual edition, publication TP 390E. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

CAUTION

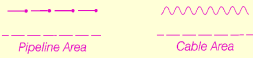
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be banded, and those that were originally banded may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE B CAUTION

Naval vessels may be maneuvering in circles in this area - proceed with caution. For further information consult Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.648" southward and 4.641" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE L

VESSEL TRAFFIC SERVICE

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound is at 48°23'06" N, 124°43'37" W to 48°23'30" N, 124°44'12" W, thence due west to the territorial sea boundary, thence northward to its intersection with the U.S./Canada International Boundary Line. The northern boundary for VTS Puget Sound is at 49°00'06" in the Strait of Georgia. Vessel operating procedures and designated radio-telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antennas site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA	KIH-36	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

7

VTS Calling-in point; arrow indicates direction of vessel movement.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale National Ocean Service and Canadian charts are shown thereon and are not repeated on this chart.

NOTE D

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information, consult Local Notices to Mariners.

NOTE G

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

NOTE H

A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE M

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances exist in the inshore waters of this chart. Differences from the normal variation have been observed as follows:

Bellevue Point, San Juan Island in Haro Strait	4"
Vicinity of Point Doughty, Orcas Island more than SE point of Guemes Island	2"
Eastern shore of Burrows Bay	14"
March Point	4"
	2"

Mercator Projection
Scale 1:200,000 at Lat 48°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Canadian Charts and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7 or 8, Chapter 3 for details.

NOTE N

RECOMMENDED TWO-WAY ROUTE

The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

NOTE K

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1385, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE F

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

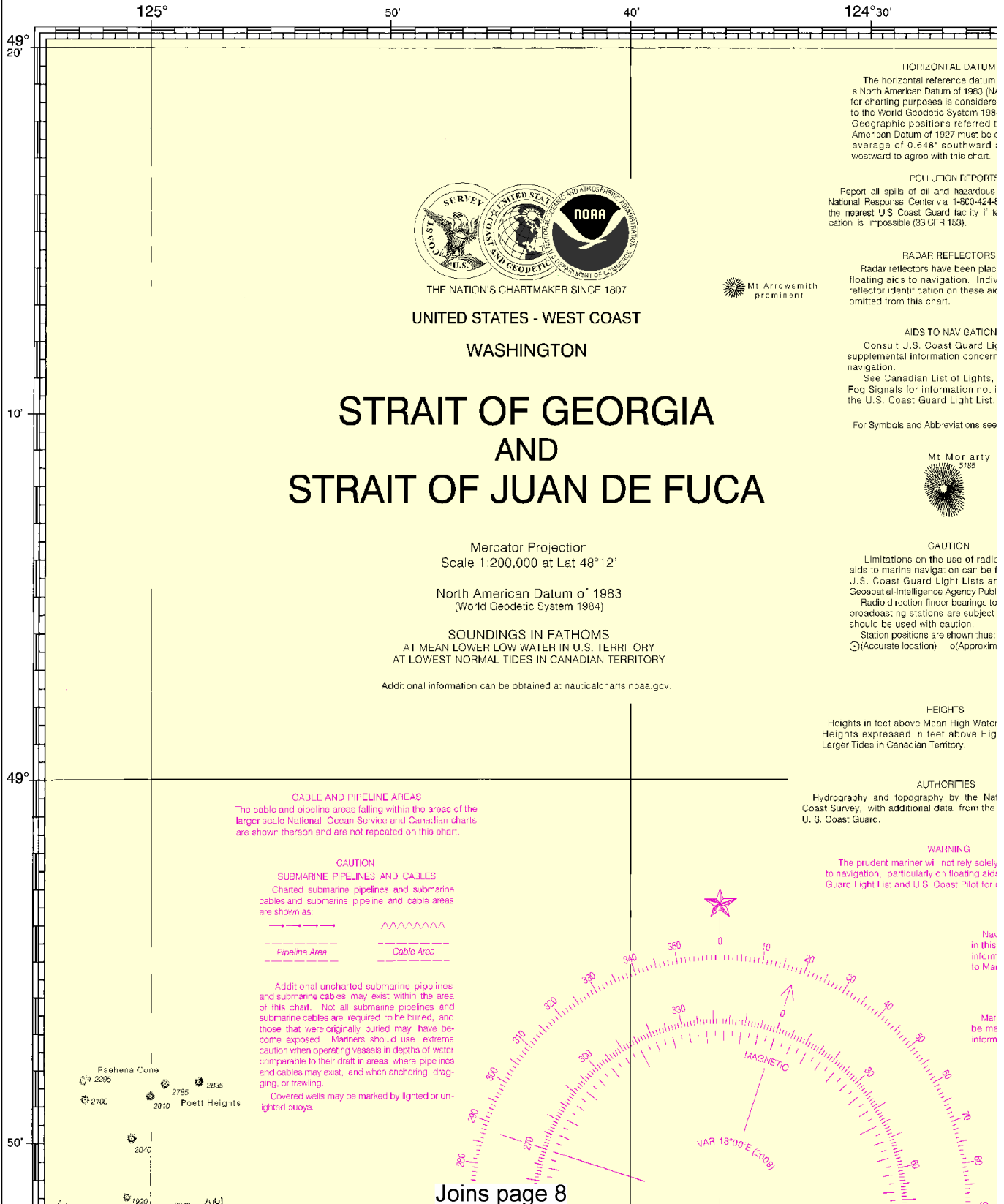
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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The U.S. Coast Guard is responsible for the coast of California. S

SOUNDINGS IN FATHOMS

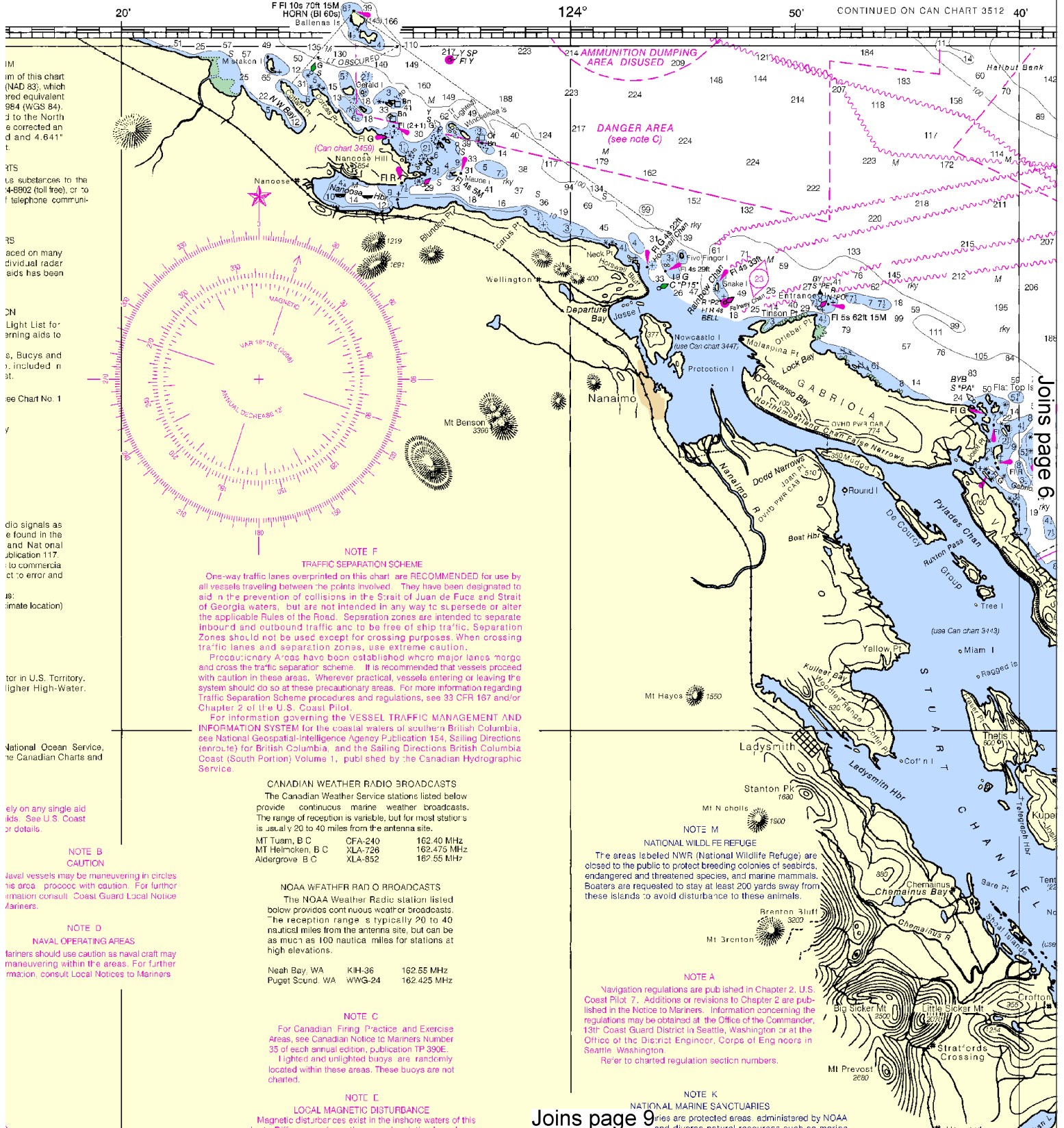
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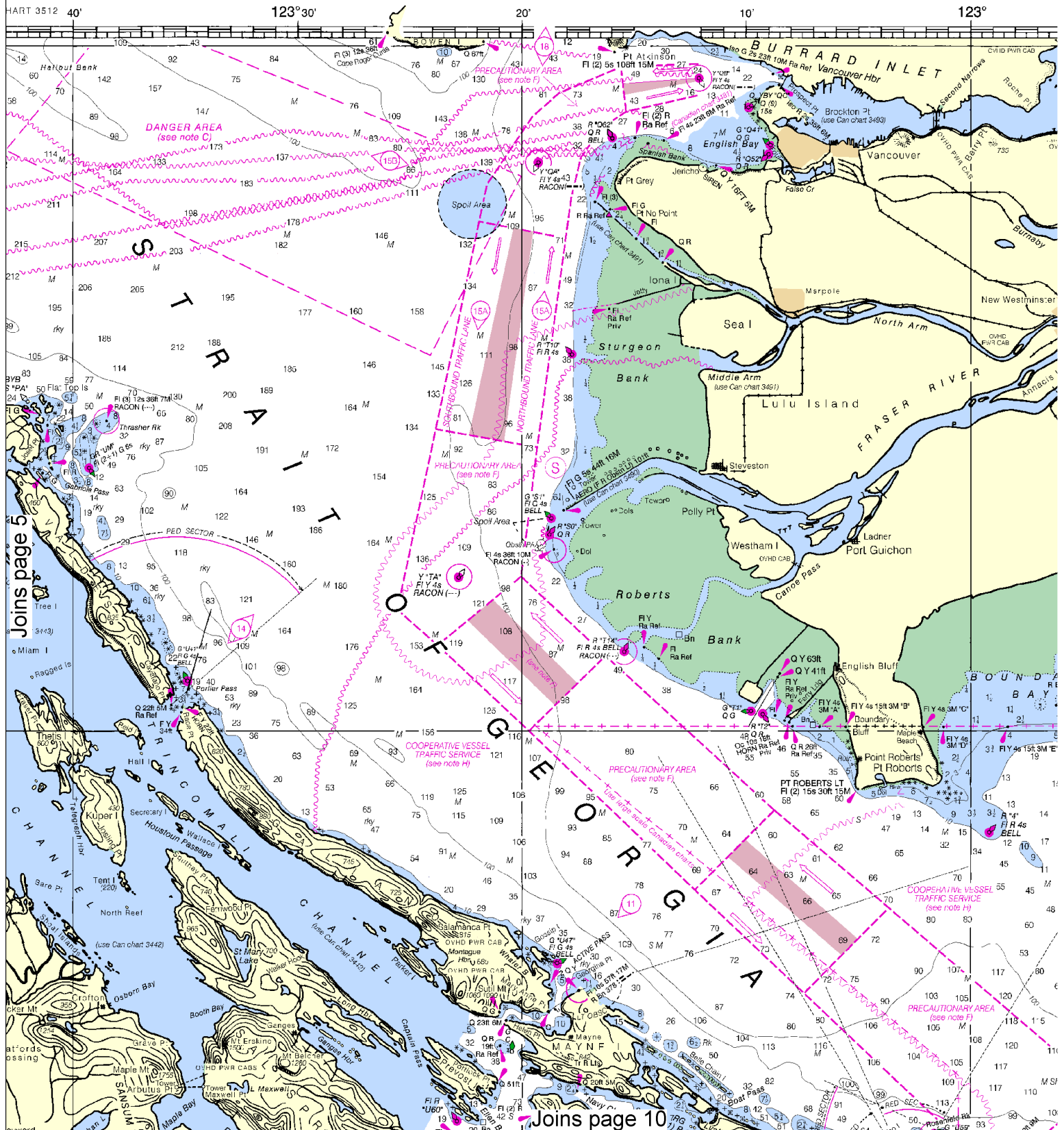
VESSEL TRANSITING

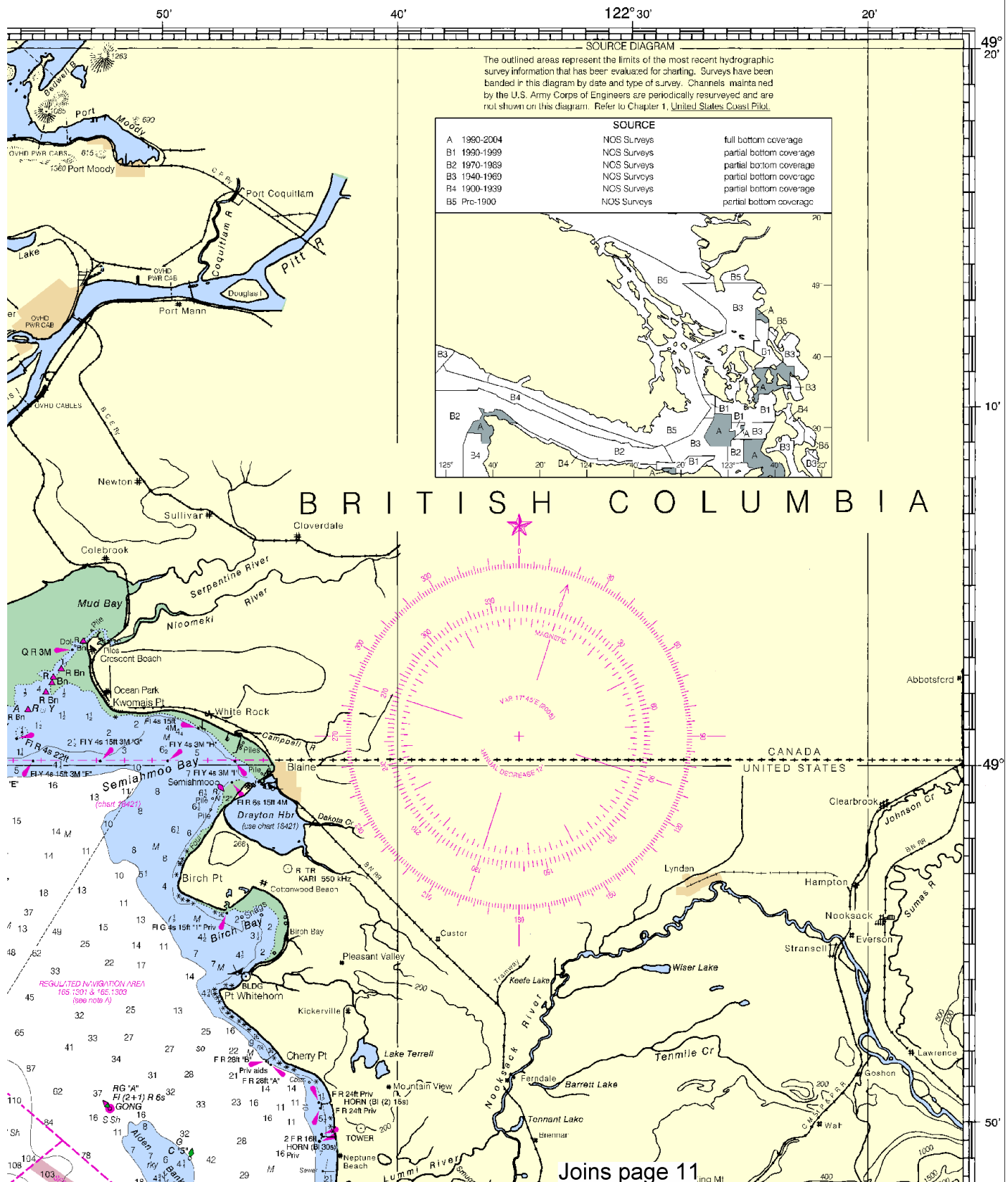
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 from shore for certain commercial vessels transiting along
 anywhere between Cook Inlet, Alaska and San Diego,
 See U.S. Coast Pilot 7 or 8, Chapter 3 for details.

Formerly C&GS 8300 1st Ed., J.



This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:285714. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipe lines and cables may exist, and when anchoring, dragging, or trawling.

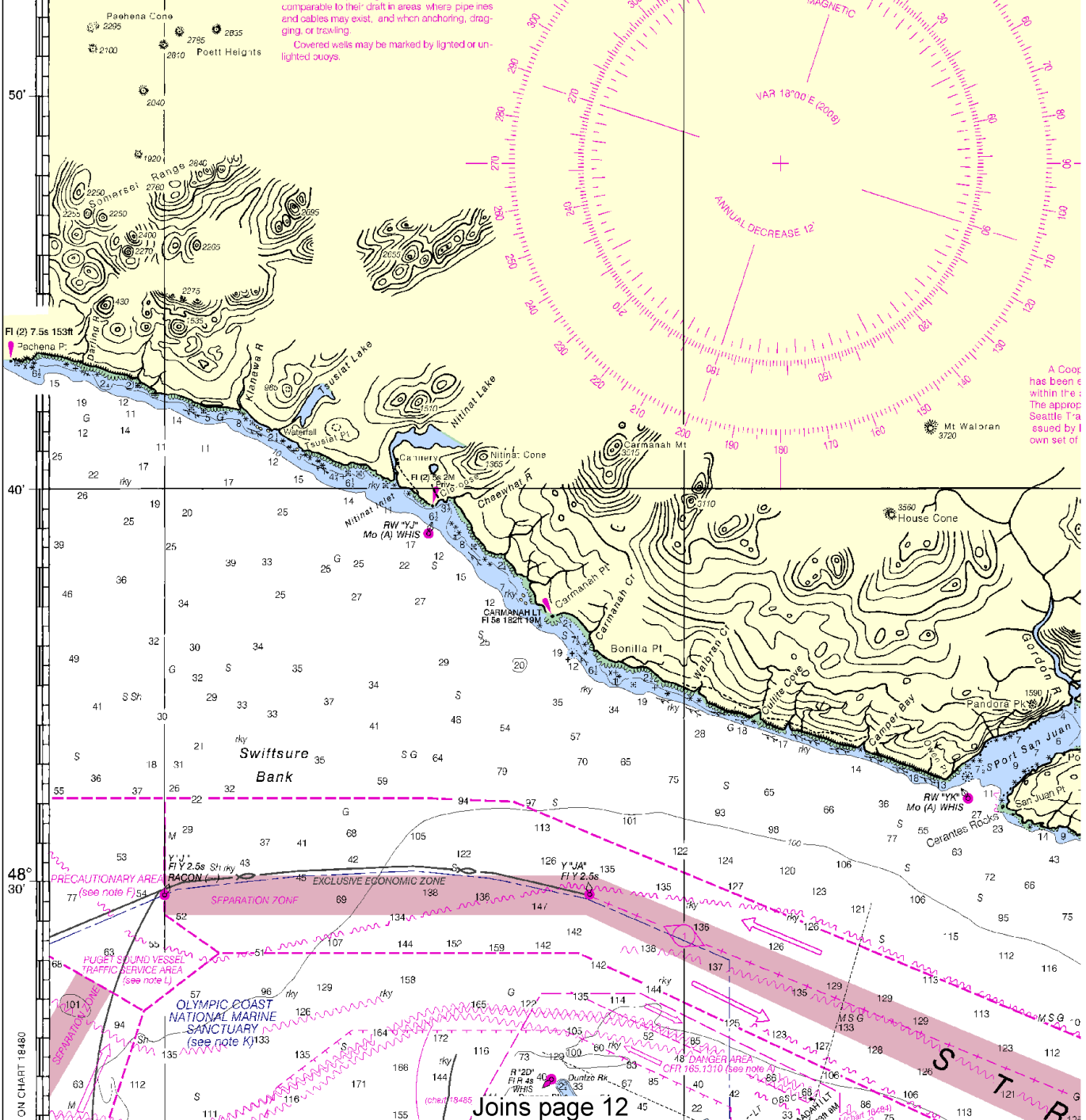
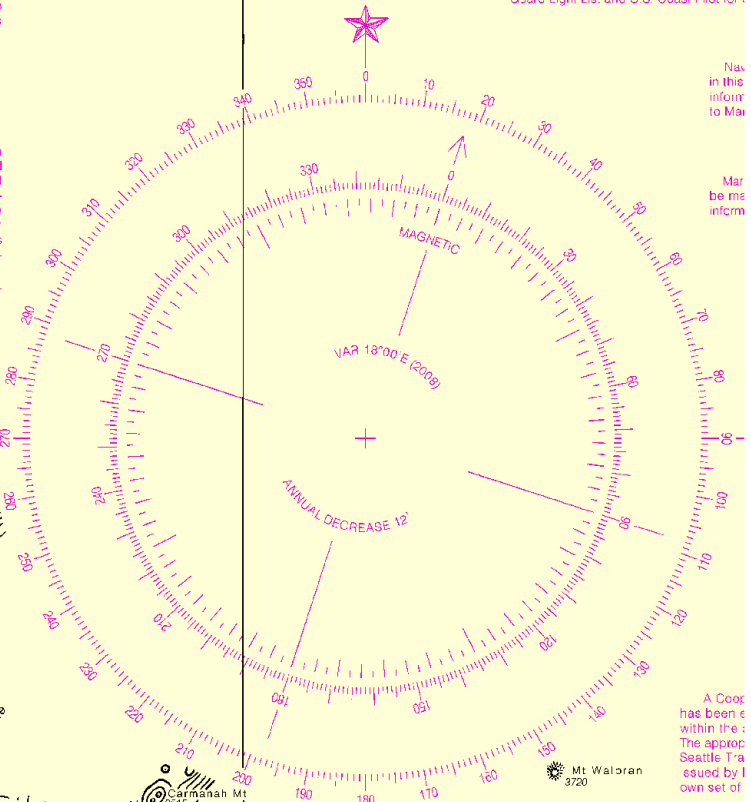
Covered wells may be marked by lighted or unlighted buoys.

WARNING
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Joins page 12

For information governing the VESSEL TRAFFIC SERVICE (VTS) INFORMATION SYSTEM for the coastal waters of the United States, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

National Ocean Service,
the Canadian Charts and

ely on any single aid
ids. See U.S. Coast
or details.

NOTE B CAUTION

Level vessels may be maneuvering in circles
in the area. Proceed with caution. For further
information, consult Coast Guard Local Notice
Mariners.

NOTE D

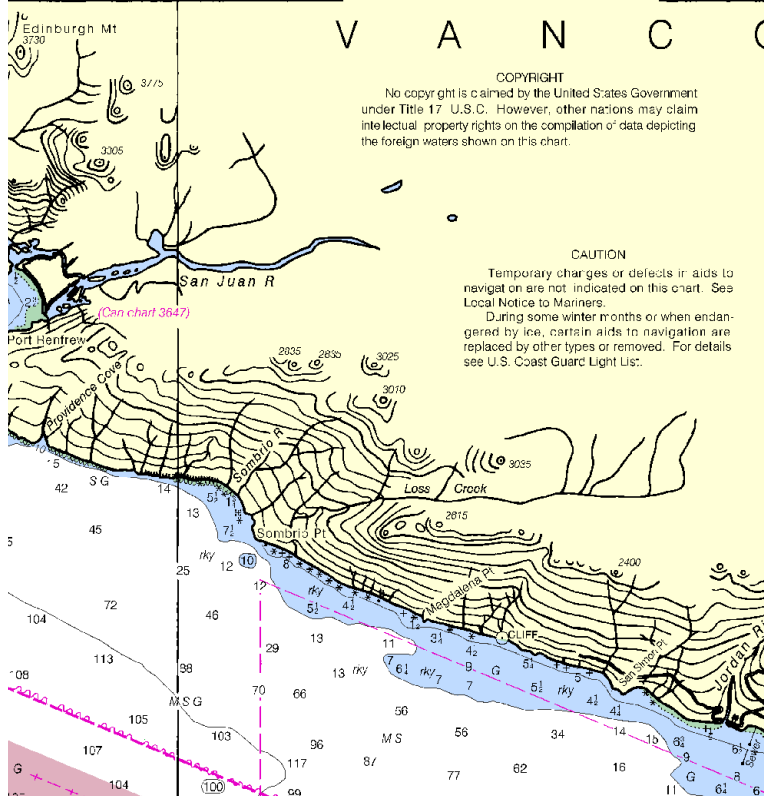
NAVAL OPERATING AREAS

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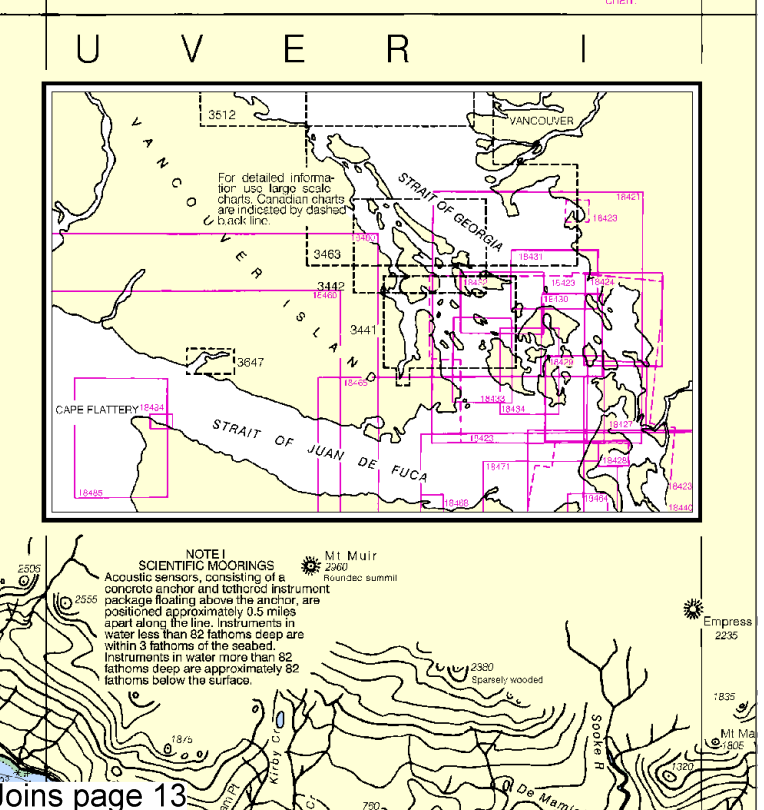
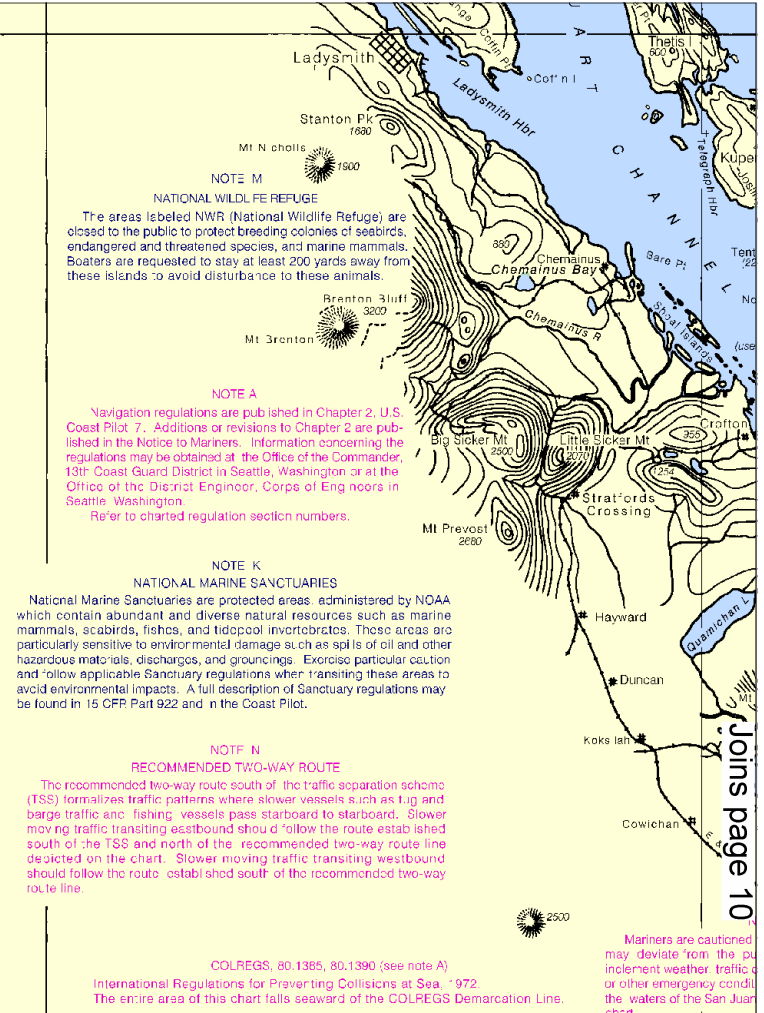
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NOTE F

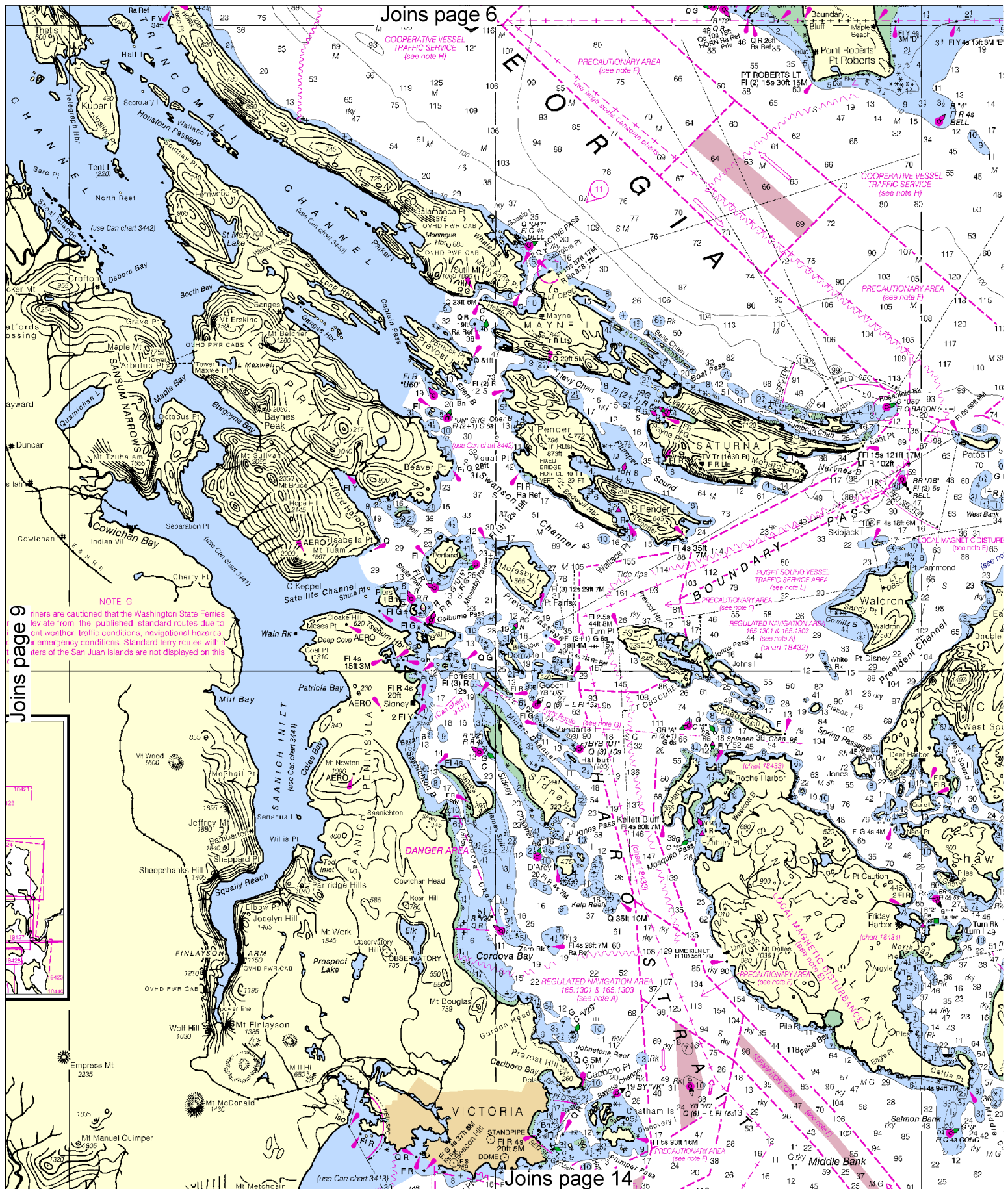
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has been established by the United States and Canada
in adjoining waters in the Juan de Fuca Region.
Operative Vessel Traffic Center (VTC) (Tofino Traffic
Center, Victoria Traffic) administers the rules
of both nations, however, it will enforce only its
of rules within its jurisdiction.



Joins page 13



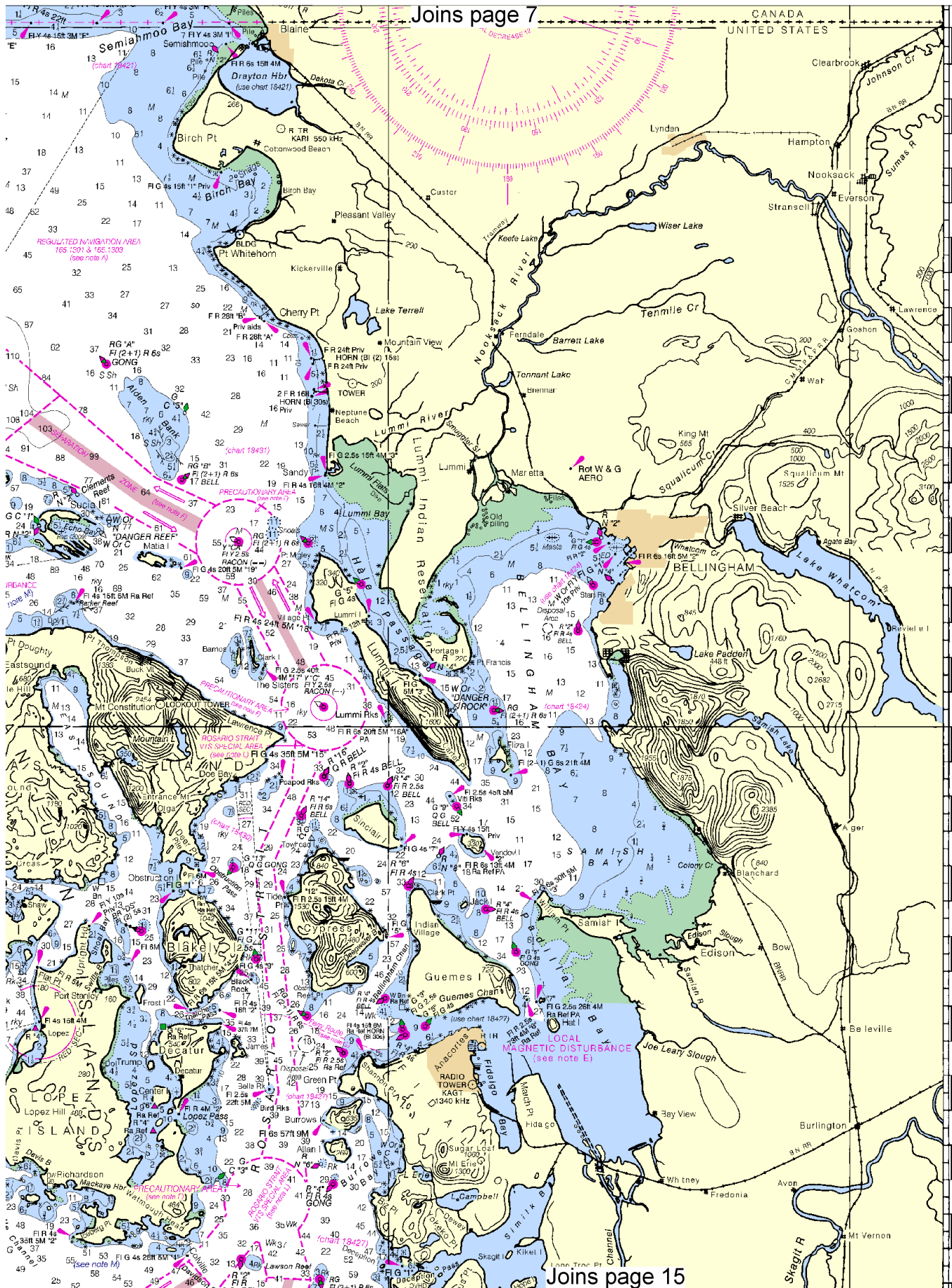
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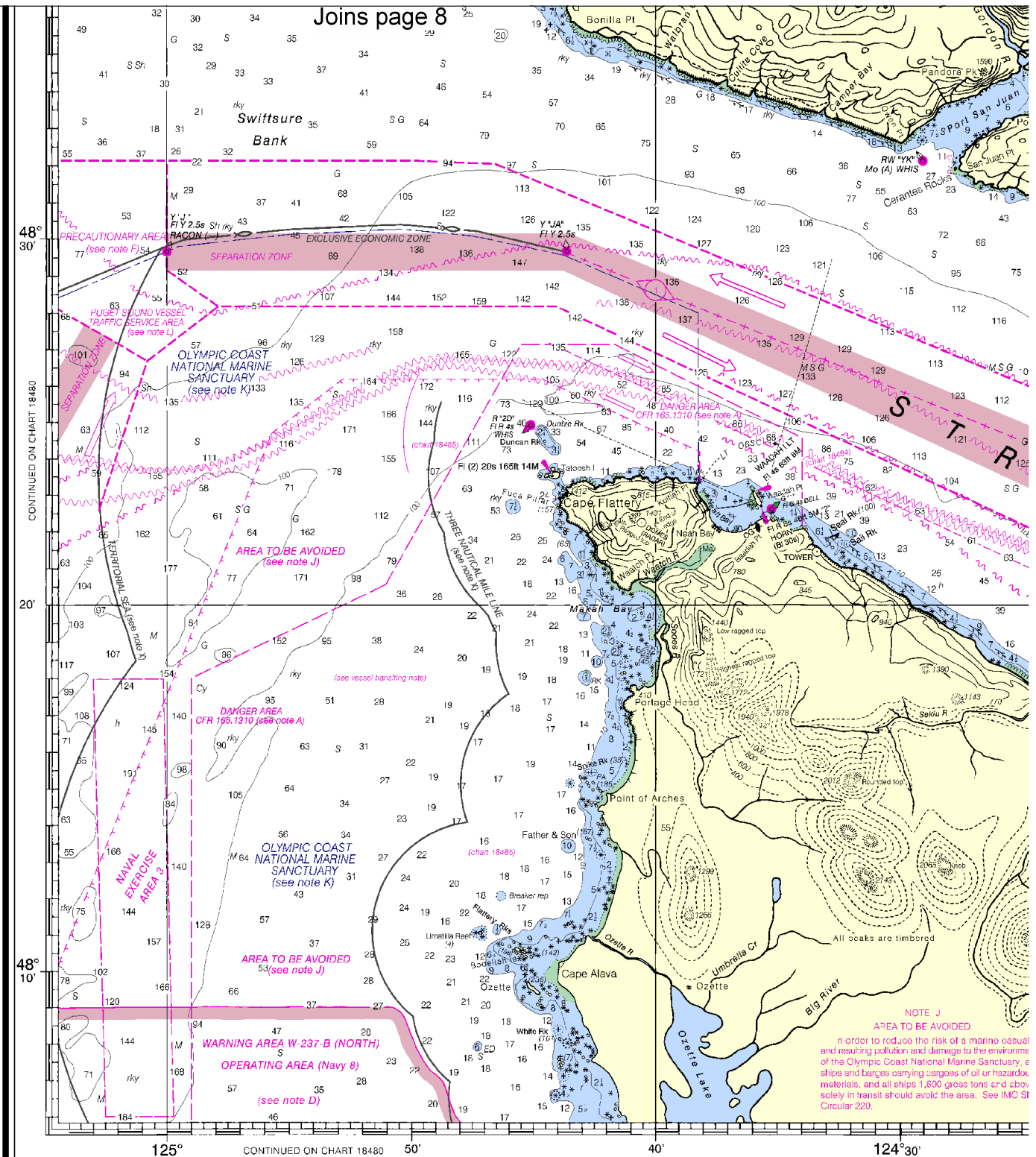


Joins page 6

Joins page 14

NOTE G
Fishermen are cautioned that the Washington State Ferries deviate from the published standard routes due to adverse weather, traffic conditions, navigational hazards, or emergency conditions. Standard ferry routes within waters of the San Juan Islands are not displayed on this chart.



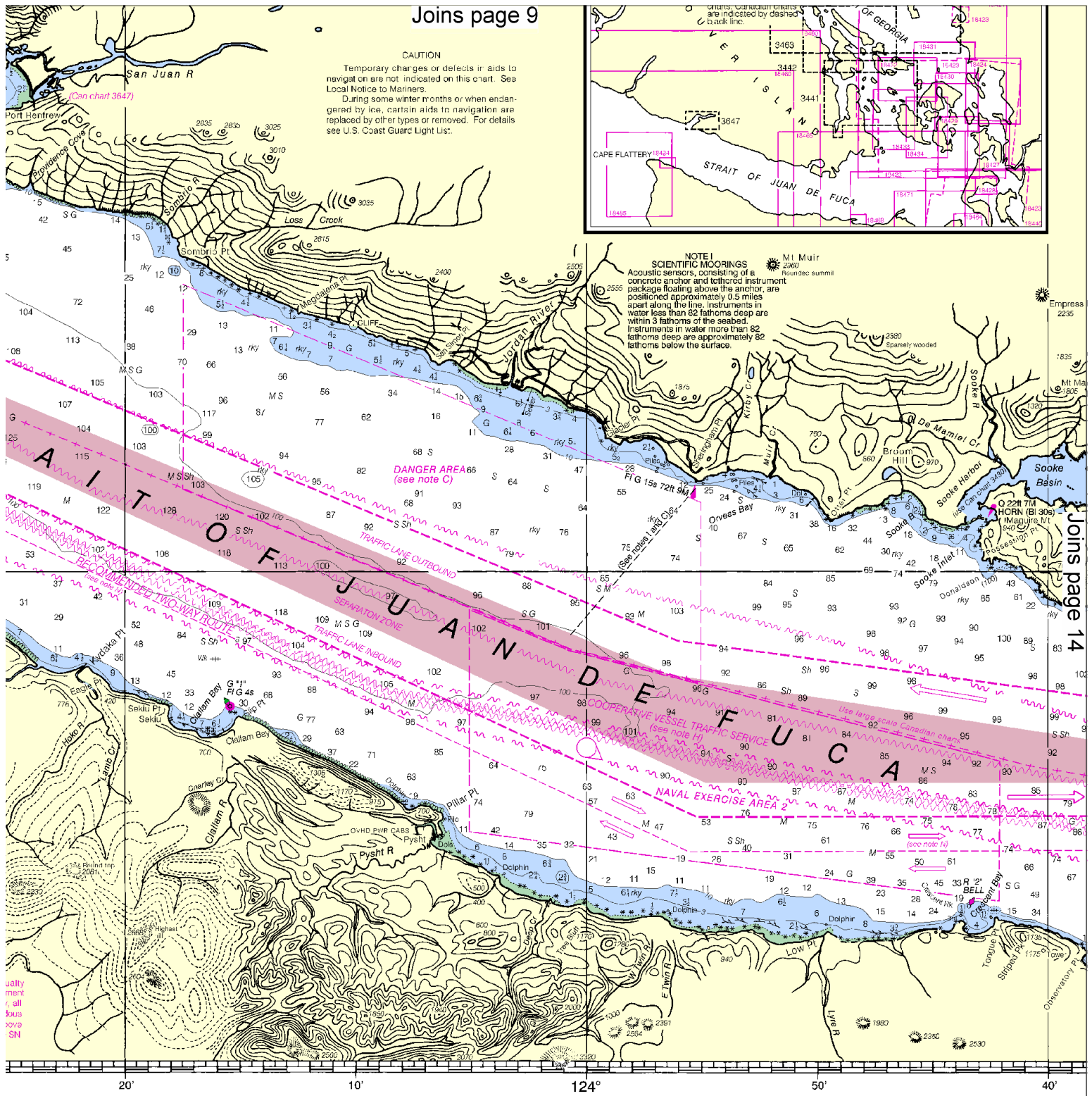


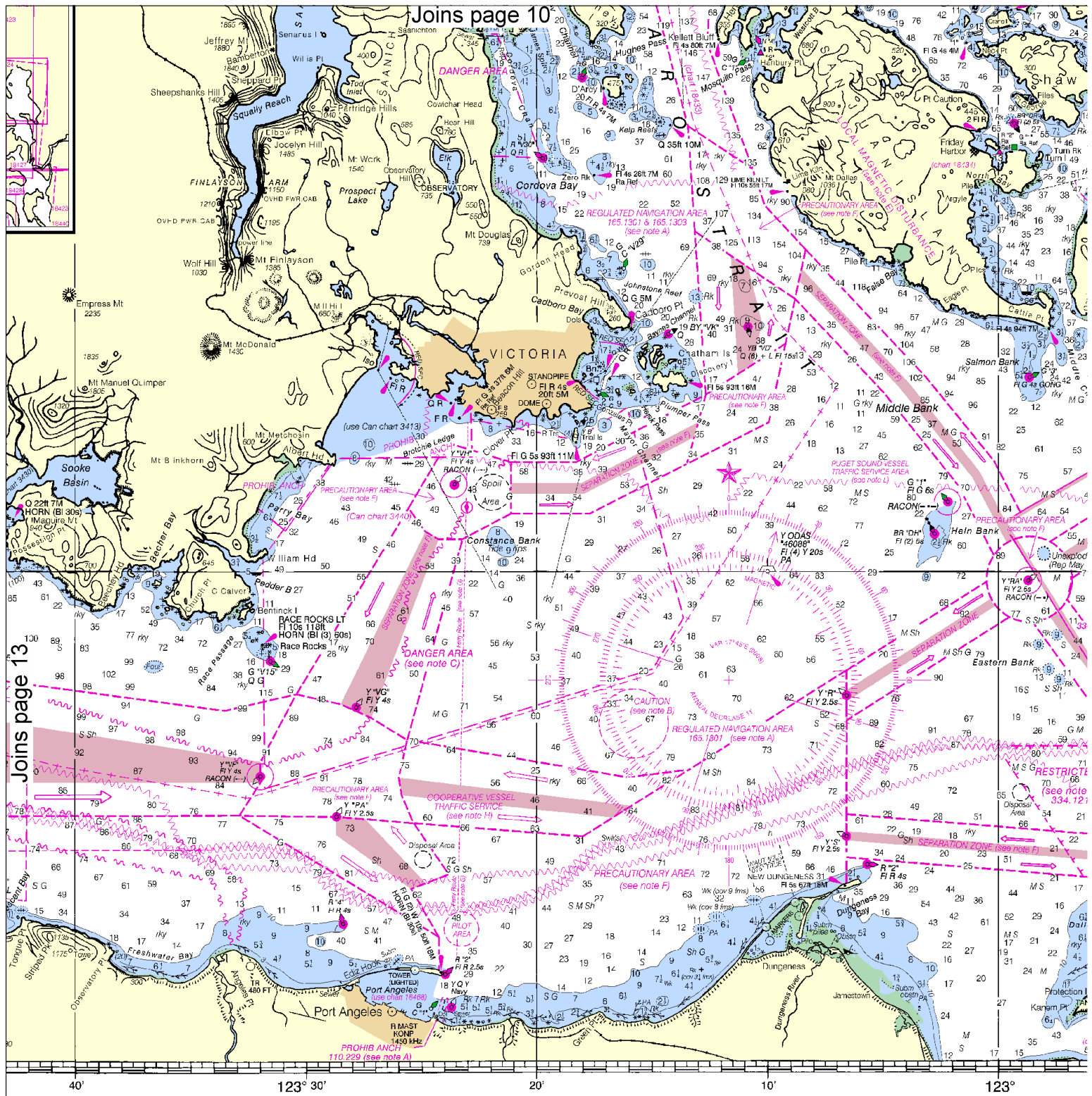
48th Ed., Dec./08 ■ Corrected through NM Dec. 27/08
Corrected through LNM Dec. 23/08

18400

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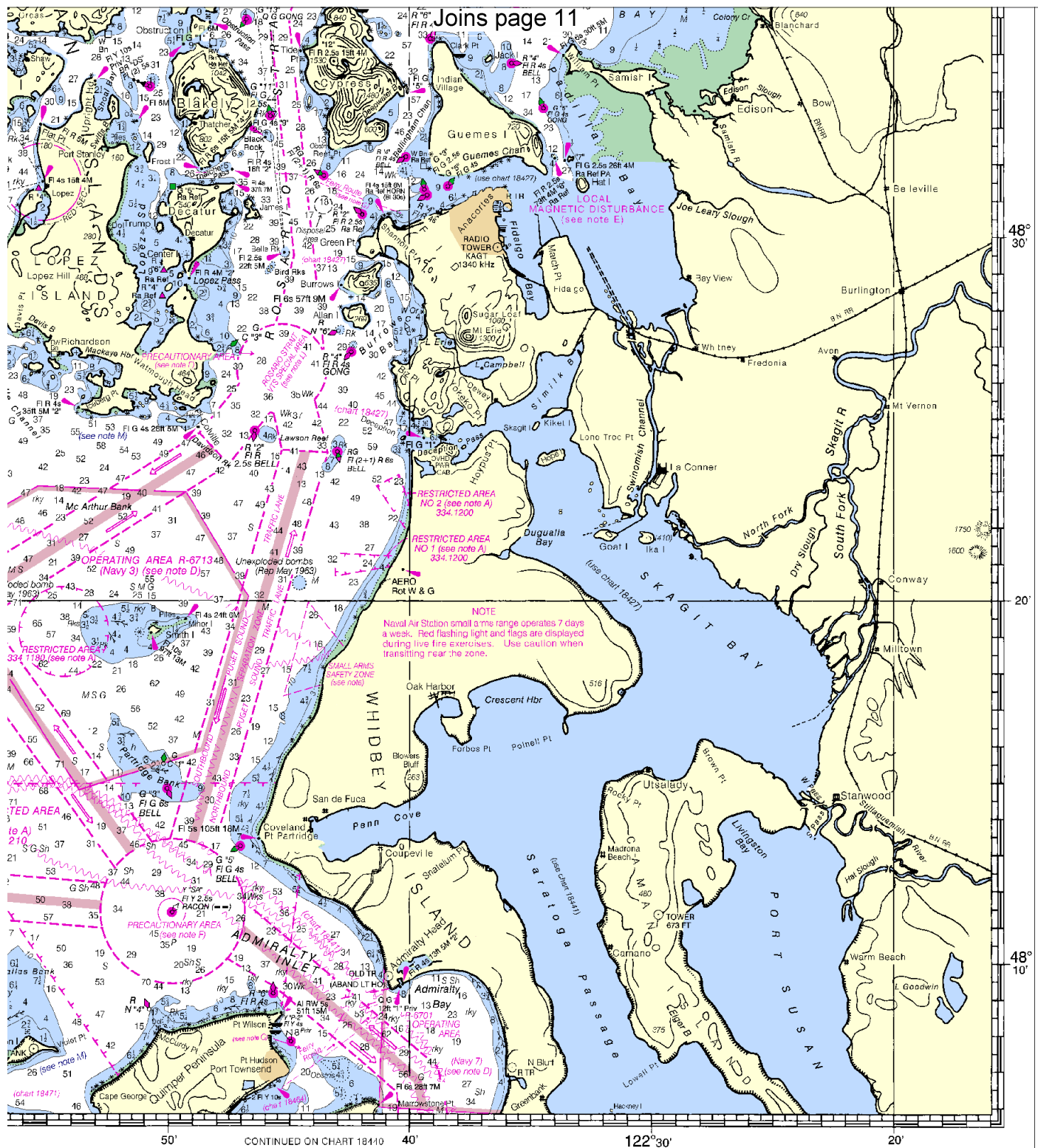


Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

NOTEX

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5



Strait of Georgia and Strait of Juan de Fuca
SOUNDINGS IN FATHOMS - SCALE 1:200,000

18400

NSN 7642014011490
NGA REFERENCE NO 18AC018400

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Astoria – 503-861-6211

Coast Guard Port Angeles – 360-457-4404

Coast Guard North Bend – 541-756-9210

Coast Guard Seattle – 206-217-6001

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.